GEOGRAPHIC NEWS BULLETIN

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General Headquarters, Washington, D. C.

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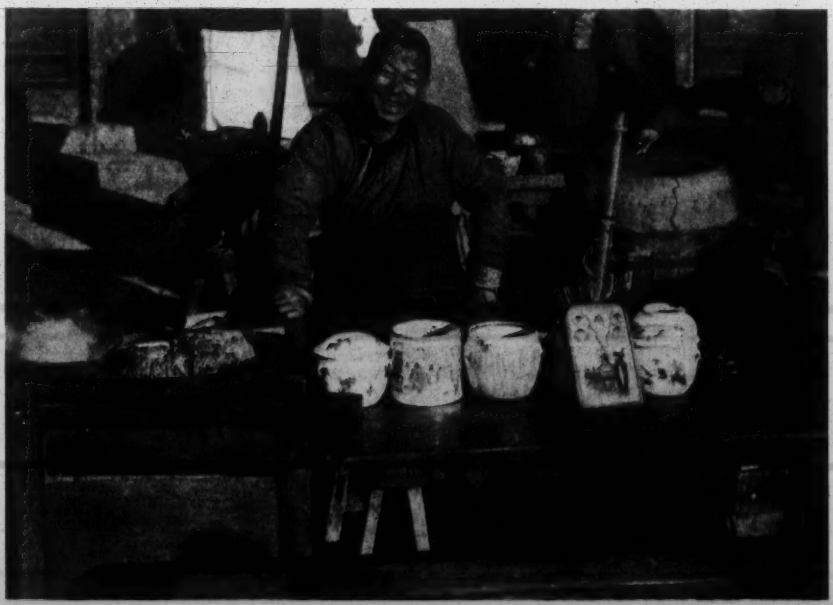

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QUICK-LUNCH COUNTER IN CHINA

The genial smile of this sidewalk Boniface is a business asset of great worth. In the foreground is a "steam table" and in the background a chef is busy over his caldron (see Bulletin No. 1).

HOW TO OBTAIN THE BULLETIN

The Geographic News Bulletin is published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

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Hupeh, Important Prize for Any Chinese Army

DISPATCHES from war-torn China report that the troops of General Feng, the commander who recently overthrew Peking, and of Chang, the Manchurian War Lord, are advancing on the province of Hupeh.

Hupeh is an extremely populous province, even gauged by Chinese population standards, and has rich agricultural plains. Hankow, the largest city in the province, is a shipping point giving a huge district access to the sea. In addition, control of Hupeh means control of the Yangtze River, China's chief artery of commerce.

In area, Hupeh is equal to New York, New Jersey, Massachusetts, Connecticut and Rhode Island combined. Its population is one-third greater than these, our most populous states.

Three Sister Cities of Hupeh

Its soil is fertile, especially in the Han Valley, yet even with that advantage the wonder is that its hordes eke out a living with such primitive implements. The native uses a single-handed, iron-pointed plow, and not infrequently a man and a donkey are yoked together to pull it. Wooden mallets for breaking up clods, stones for threshing, and bamboo flails still are employed. Cotton, wheat, tobacco and beans are the principal crops.

The strategic center of Hupeh is where the Han joins the mightier Yangtze River. Here three important cities thrive. Across the Han from Hankow is the sister city, Hanyang; and south of both Hankow and Hanyang, across the mile-wide Yangtze, is Wuchang. Wuchang was famous and venerable when Hankow was a fishing hamlet. To-day Hankow lords it over both her sister cities because she sends her cargoes to the seven seas. Her trade outshines her neighbors' temples.

Nowhere else in the world does a community of this size—the three sister cities have a million and a quarter people—do an ocean-going business of such magnitude so far from the sea. Hankow is nearly 600 miles up the Yangtze. The Chinese call the three cities "The Collecting Place for Nine Provinces," with a show of accuracy, and a rather less moderate nickname is "Hub of the Universe."

Where Merchant's Vocal Cords Stretch

A brief stroll through Hankow's streets with an interpreter would impress an American advertising man that, as slogan writers, the Chinese might offer helpful hints.

Gaudy and distinctive signs on Hankow shops are as characteristic as the electric sky-signs of Broadway. After each firm name is a motto—a legend of good omen—and when a store changes hands the sign is an item of high value, both for its intrinsic worth and for what we would term a trade-mark. Moreover there is a regulation of custom, if not of law, regarding these signs, for each trade has boards of distinctive shape, special color, and perhaps a peculiar design of lacquer.

A visiting business man to a native Hankow business street would find more differences than likenesses. More noticeable than any sight he sees is the noise he hears. Bargaining is done in front of shops, and is carried on in the harsh, high-

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Membership in The National Geographic Society

TEACHERS constantly inquire about membership in the National Geographic Society, and the procedure necessary to obtain the *National Geographic Magazine*, so highly valued in schools, and The Society's maps and panoramas which also go to members.

The National Geographic Society is an altruistic, non-commercial, educational institution, in which membership is acquired only through nomination by persons who already are members. The Society is supported entirely by the dues of its members, and these dues are devoted wholly to issuance of *The Geographic* and other publications which members receive, and to The Society's scientific expeditions and educational work, such as that represented by its GEOGRAPHIC NEWS BULLETINS.

A major problem of visual teaching is procuring adequate pictures. Thousands of teachers are finding the *National Geographic Magazine* indispensable for their personal use and an invaluable adjunct in classrooms because of its unique photographs, marvelous color series and its articles on Nature, industries, popular science, explorations and other phases of humanized geography.

Yearly *The Geographic* publishes 1,200 or more photographs, many of them obtainable nowhere else, and even a fraction of this number of geographic photographs, commercially published, would cost many times the annual dues of $3.

Early issues of *The Geographic* will include beautifully illustrated articles on Stars, Rubber, Poland, Ferns, Trees, Cattle, Maryland, Illinois and other States, and the State articles will be accompanied by large, six-color wall maps of the American commonwealths.

For your convenience a nomination blank, which members use in nominating their friends to the rich benefits of membership, is attached:

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Annual membership in U. S., $3.00; annual membership abroad, $4.00; Canada, $3.50; life membership, $100. Please make remittances payable to the National Geographic Society, and if at a distance remit by New York draft, postal or express order.

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IN THE

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The Peanut: an American Traveler

GOOD or bad years for the farms, though they are said to have a considerable effect on national prosperity and elections, do not usually trouble the welfare of the United States' national sport, baseball.

But certain news from southern plantations, coming by way of Washington, will make the fans sit up and take notice. The Department of Agriculture announces the 1924 peanut crop is 54,929,000 pounds short of the 1923 yield.

"You can't watch the game without a scorecard!" shouts a vendor, and he might add "or without peanuts," if the figures that fans at one major league park ate 4,000,000 peanuts a year, mean much.

Four Quarts of Peanuts Grow Many Million

The peanut probably originated in Brazil. Aztecs knew it and the Spanish carried it to Europe and Africa. Slaves, brought from the West Indies to the Southern States, are believed to have introduced it into the United States.

Four quarts of American peanuts, taken to China 35 years ago by Archdeacon Thompson, are the ancestors of the Chinese peanut crop, which now exceeds American production.

Archdeacon Thompson generously divided his four quarts of peanuts with Dr. Charles R. Mills, of the American Presbyterian Mission, who was going to Shantung Peninsula. Dr. Mills gave a quart each to two farmers, exacting the promise that each should gradually increase the peanuts for three years and at that time use them for general distribution. One of the farmers at the end of the first year ate his crop. The second farmer fulfilled his contract. Shantung Peninsula in one year recently grew 18,000,000 bushels of the large American peanuts.

The peanut is one of the New World's foremost credits for paying its debt to the Old World for plants, shrubs and trees. It helps pay the East for the delicious peach and the soy bean, both of which originated in China. Wheat, barley, rye, timothy, apples and pears followed the Star of Empire westward bound from Europe or Asia. But ranged beside the peanut as New World friends of all mankind are maize, grown now to the ends of the earth, the "Irish" potato, the tomato, tobacco, Brazilian rubber tree, sisal, and cinchona, the tree that produces quinine.

Peanut Plant Is Natural Acrobat

The plant that produces the peanut is no ordinary member of the flower world. It takes no back place among plant acrobats such as the Venus flytrap which baits insects and squeezes them to death as terribly as any engine of terror ever conceived by Edgar Allan Poe; or the butter-and-eggs flower which makes the bumble bees weigh in on its scales before it gives admittance to the honey pot; or the beggar-ticks which steal rides. The peanut, since it belongs to the pea family, bears a strong resemblance to an ordinary bean plant and has sunbonnet shaped flowers typical of peas. But after pollination the flower stalk turns a somersault and grows rapidly toward the ground, burying its seed pods among the roots. As the summer advances these seed capsules grow and when the plant is mature, full grown peanuts are found beneath the ground. Potatoes,

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pitched voice of anger. Every Hankow sale begets an argument; and the loudest and most persistent bargainer wins his price.

Nor is that all. Coolies with rickshaws, and coolies with big bundles on bamboo poles, yell and bump into each other despite their yells. Should a mandarin be borne along, the deafening din becomes truly terrible. His coolies seem chosen for their shouting power.

The Port of 25,000 Junks

But one would rather wear ear muffs than forego the shops. Their variety is amazing. They offer bean cakes and coffins, rolls of silk and melon seeds, dates and drugs and idols. A child would find a paradise in those shops which display figures of horses, elephants, carts, and tigers until his parent pulled him away, knowing these were the gruesome tokens sold to bury with the dead.

Approach the river front, along the Bund, and the scene changes. Here are buildings in Russian, English, German, and French architecture. But Hankow's most amazing spectacle is the panorama of junks of many types, ungainly but performing like trained seals in the hands of their expert rivermen and thousands of these craft line up for miles on both sides of both rivers. It is estimated that 25,000 of them ply in and out of the three cities.

Up the Han Valley, flat and prairielike, runs the Hankow-Peking express with superabundant "service"—one porter for baggage, another to dust one's shoes and bring in wet towels frequently as pleasant relief for perspiring passengers, a third to serve tea, a fourth to make beds, and others the traveler knows not of until they line up at his journey's end for tips. That expense is more than atoned for in the meals of many courses, each abundant and delicious, which cost less than a dollar.

Bulletin No. 1, December 1, 1924.

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EXAMINING VOLCANIC BOMBS: "CRATERS OF THE MOON"

Most of the lava bombs on Big Cinder Butte of the new national monument resemble footballs, with projections, or "ears," at each end. Some are compact throughout; others have an outer crust, sometimes an inch thick, of black basalt. The shape assumed by the liquid lava before cooling depended upon the length of time it was in the air and on the manner in which it rotated (see Bulletin No. 5).

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Southwest Africa, Mandate of a British Dominion

ARGUING that the successful operation of the Dawes plan required the return of all or, at least, part of Germany's pre-war colonies, a German colonial expert recently made a plea before the mandate commission of the League of Nations.

Former German East Africa and former German Southwest Africa are territories Germany dislikes to lose. German East Africa has become Tanganyika Territory, belonging to Great Britain. German Southwest Africa, a district less desirable, is held as a mandate by the Union of South Africa, and is, therefore, also English territory.

At its worst Southwest Africa, Germany's first venture into the colonial field, might be described as a country too dry for agriculture, lying between a desert and the sea, with one of the most barren and desolate coast lines in the world. The entire shore, for a distance of ten to fifteen miles inland, consists of sand dunes on which grows only the sparsest of desert vegetation.

No Good Rivers

No perennial rivers flow into the sea across this dreary waste throughout the nearly 1000 miles of its extent. Except for brief periods after heavy rains in the interior, all the seaward drainage of the country loses itself in a wilderness of sand. Similarly, much of the drainage to the east and south sinks into the desert that separates Southwest Africa from the British territories lying to the west of the Transvaal.

Only one reasonably good port exists along the coast between the north and south limits of the territory. And this—Walvis Bay—with a small area around it, was in the hands of Great Britain before the Germans established their colony in 1884. The existence of this tiny island of British territory in German Southwest Africa, and the fact that it comprised the one port, sorely needed by the colony, was a sharp thorn in the sides of the Germans. The artificial harbors constructed by the Germans at Swakopmund, just north of Walvis Bay, and at Luderitz (Angra Pequena), 250 miles to the south, were only makeshifts.

But there is a somewhat brighter side to Southwest Africa than that seen when one sails along its forbidding coast. Back of the strip of sand is an upland country which, though it will not support agriculture, is well suited to stock raising. Hundreds of thousands of cattle, sheep and goats are raised there. Ranches are of tremendous size like those in the old West of the United States, averaging about 25,000 acres. Camels were imported by the Germans for use in the drier portions of the country, and are doing well.

Dredging For Diamonds

In the northeastern corner of the territory, which is in the tropics, the conduct of agriculture is possible. Cotton, tobacco and cereals may be grown. Even the strip of sand along the coast has proved in one place to be spectacularly valuable. Diamonds were discovered in the sand by railroad workmen in 1908 and the country at one time produced about one-fifth of the world's output of diamonds. In 1914 the value of the diamonds from this field reached $45,000,000.

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of course, also mature underground, but potatoes are bulbs. The peanut is one of the few plants that grow fertilized seed pods in the soil.

Norfolk, Virginia, is regarded as the peanut capital of the United States, although Texas, with 205,000 acres in peanuts, has more land devoted to this product than any other state. In one year the total yield in the United States was 623,507,000 pounds valued at nearly $30,000,000. On plantations bordering the James River, in Virginia, where the Randolphs and other famous planters had bonanza crops of tobacco in the early days, peanuts are now a favorite crop. Soft, sandy loam which the plant favors is found here. In this locality also, peanuts figure in the production of the finest flavored pork. Hams from hogs permitted to root out "goobers" left in the ground after harvest are said to have a flavor unequalled elsewhere in the United States.

Civil War Made Peanut Popular

The South discovered the peanut during the Civil War. Cut off by sea from importing supplies, the Confederates not only grew peanuts for food and flour, but also used the oil to lubricate their locomotives and other machinery. Cotton and wool spinners applied it to their spindles and housewives made it take the place of lard. In some places the oil is now employed for lamps. Peanut cake, the residue from the oil, finds sale as cattle food.

Only the poor children of England relish this popular American food. In Manchuria and Siberia a handful of sunflower seeds replaces the American bag of peanuts. The mystery of large imports of peanuts received at the Port of Marseilles is explained by the fact that much peanut oil becomes "olive oil" after it arrives there. It is said very little olive oil is received in the United States which does not contain some peanut oil.

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Kiel Canal Is Scene of An Experiment

THE Kiel Canal, which faded out of the foreign news after the Versailles treaty opened it on equal terms to the ships of all countries, reappears in front-page columns with the announcement that a sailless ship is being tried out at its Baltic gateway.

Working on the theory that sails are in truth turbines but poor turbines, an inventor set out to make a more effective air power drive. The towers he contrived for ships are being tried out in Kiel Harbor, which already fills a number of big pages in the history of modern Germany.

It was really by removing the mud and stones from the bed of the Kiel Canal—or the Kaiser Wilhelm Kanal, to give it its original name—that the German Empire dug its way into its cherished dream of eminence and appeared as a great world power. Prussia had the vision of this most important waterway before the late empire or anything that could be considered a modern German political unit existed. Prussia did not own a square foot of territory on the North Sea. The Baltic was her only outlet. She had no navy; and Denmark stood across her path, a real naval power. On the North Sea were the Grand Duchy of Oldenburg, the Kingdom of Hanover and some smaller principalities.

Canal Route Won By War

The first step toward the future canal was taken in 1852 when Prussia purchased from Oldenburg an area of marshland on the North Sea near the mouth of the Weser. On this low, muddy site soon rose the made-to-order city of Wilhelmshaven, which was to become the second greatest German war-harbor and the greatest German naval base on the North Sea. The jealousies of the pre-empire days are well shown by the refusal of Hanover to permit the building of a railway to the site, which necessitated the slow transportation of all materials by water around Denmark.

The land through which to construct the canal and its Baltic base, Kiel, came to Prussia in 1864 by conquest, as a result of the Prussian-Danish war. Two years later, Hanover, which had refused cooperation, was defeated by arms and incorporated into Prussia. But the canal was not built then nor even after the German Empire was established in 1871, for the big navy idea had hardly been born.

Slowly the idea of naval competition with Great Britain grew. It was probably with a pretty clear idea of what a North Sea-Baltic canal would mean in the naval life of Germany that the modern German Empire's first ruler, Kaiser Wilhelm I, officiated at the ground breaking in 1887. The next year Wilhelm II came to the throne, and before long was not only pushing the canal to completion, but was also feverishly building up the navy, in the service of which the waterway was to find its chief use.

When the emperor formally opened the Kiel Canal in 1895 he practically multiplied his navy by two. From the heavily fortified great naval base and shipbuilding center at Kiel fighting ships could slip quietly in a few hours through German territory to the North Sea. The island of Helgoland, too, had been acquired from Great Britain in 1890 and was heavily fortified, making the

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It is believed that the gems have been washed up from the sea, and what is perhaps the only "sea-going" diamond mining company in history was formed to dredge for the precious stones off the shore.

Copper is mined in several places and forms one of the principal exports. Railroads connect the mines with the coast and have been extended to a number of other sections. The Germans built well. Their mining plants and railroad systems in Southwest Africa, as well as in their other African colonies, have been said to be the best on the continent. In some of the copper mining regions of Southwest Africa smelting was done by electricity.

Southwest Africa has an area of 322,000 square miles—about the size of Texas, Arkansas and Connecticut combined. It is one and a half times the size of pre-war Germany. In this vast area there was never a large population. After a number of years of war with natives there were, immediately preceding the World War, something less than 100,000 natives and about 15,000 Europeans. About 12,000 of the latter were Germans, many of them soldiers.

The country was occupied by the forces of the Union of South Africa in July, 1915, and has been administered since as a protectorate of that government. Approximately 6,000 Germans left the country after the armistice. Several thousand British subjects, including a number of Boers, have moved in.

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TANGANYIKA EXPEDITION CARVING THROUGH THE AFRICAN BUSH

German East Africa (Tanganyika Territory) and German Southwest Africa were occupied at the beginning of the World War. Operations in these two colonies were far different from the warfare in northern France. Blistered by the glare of a tropical sun and tortured by insect pests, the expedition against forces in German East Africa doggedly hewed a 146-mile road over hill and through valley, across river and stream (see Bulletin No. 3).

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"Craters of the Moon" a New National Monument

"CRATERS of the Moon" is one of the United States' youngest national monuments.

On May 2, 1924, President Coolidge signed the order setting aside a little-known district in Idaho. It is a wild, colorful region containing one of the most unusual volcanic fields in America. From the twisted brilliant contours of frozen lava fields and crimson cones and the absence of verdure, it takes its official name, "Craters of the Moon National Monument."

R. W. Limbert, who made thorough investigations of the new monument before President Coolidge's act reserved it for the Federal Government, describes the area in a communication to the National Geographic Society. "Craters of the Moon" lies along the Lincoln Highway and will prove a convenient point of interest to tourists. National monuments are known as the "younger brothers" of national parks.

"Although almost totally unknown at present," writes Mr. Limbert, "this section is destined some day to attract visitors from all America, for its lava flows are as interesting as those of Vesuvius, Mauna Loa or Kilauea.

Blue Dragon Flow Parallels Highway

"The district consists of some 63 volcanic craters, lava and cinder cones, all at present extinct or dormant. The largest and most conspicuous is 600 feet high, rising in the midst of a belt of craters two or three miles wide and 30 miles long.

"The major flows, the Blue Dragon Flow and the Pahoehoe Flow roughly parallel the Lincoln Highway and are but two to five miles from it. A wagon trail from the national road goes into the rocky volcanic desert a short way.

"Stretching to the southwest for about 11 miles the Blue Dragon Flow is one of the most remarkable lava beds in the world. Its color is a deep cobalt blue with generally a high gloss, as if the flow had been given a coat of blue varnish. The surface is netted and veined with small cracks, having the appearance of the scales of some prehistoric reptile. It merits the name Blue Dragon, as in many places it has burst through the crevasse of an older flow, and the ropy twists of blue lava spreading out in branches, together with its scaled surface, need but little stretch of imagination to suggest the claws and legs of a dragon.

"In appearance the 'Craters of the Moon' flows seem as if they had happened only yesterday, but in reality the latest probably occurred about 150 or possibly 200 years ago.

New National Monument Southwest of Yellowstone

"The total area of the six young lava flows is about 300 square miles, while that extending above and below this point along the Snake River plains reaches the astounding total of approximately 27,000 square miles.

"Of the 300 square miles of lava desert, some 40 square miles have been set aside by President Coolidge. 'Craters of the Moon National Monument' is about 150 miles southwest of Yellowstone National Park."

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great basin into which the canal, the Weser, and the Elbe opened and on which Wilhelmshaven was situated, a huge German naval preserve.

Build Ships Bigger, Dig Canal Deeper

The Kiel Canal and the German navy went hand in hand before the World War, mutually dependent on one another. The dimensions of the channel were ample for warships of the pre-dreadnaught type, but when Great Britain began building battleships of too great size to traverse the waterway and Germany considered it imperative to follow with equally powerful vessels, there was nothing to do, if the navy was to remain efficiently mobile, but to widen and deepen the canal. This was undertaken in 1908 and by 1912 the width had been increased from 85 feet to 140 feet at the bottom. Ten feet were added to the depth, making it 46 feet.

Her huge, improved canal was the keystone of Germany's naval strategy during the World War. Shielded by Helgoland, she could secretly shift her naval strength as she wished, meeting Russia in the Baltic so long as that was desirable, or massing the great weight of her floating batteries in the North Sea when protection or offense against Great Britain was necessary.

Kiel, at the Baltic end of the sixty-mile-long canal, has a commodious, deep harbor which is considered one of the best havens in Europe. There centered everything most important to the German navy: the Naval Academy, supplies, docks, imperial shipbuilding yards and the construction slips of the Germania Company, the naval counterpart of the Krupp gun works. Kiel played its part in the ending of the war as it did in its progress. On November 7, four days before the armistice, Kiel had already been seized by mutineers who set up soldiers', sailors' and workmen's committees. This was one of the first places in Germany in which the imperial regime lost control. From there and from Hamburg the revolution spread rapidly. A little later many of Germany's most powerful fighting ships steamed away from Kiel on their way to Scapa Flow, in the Orkney Islands.

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A ROYAL PROCESSION IN COPENHAGEN

Denmark's control of the Baltic Sea outlet led Germany to dig the Kiel Canal between the North Sea and the Baltic, cutting across the narrow isthmus connecting Denmark with Europe proper. The King of Denmark, accompanied by the Queen, is shown leaving the Capitol building after opening a session of the Danish Parliament (see Bulletin No. 4).